

Bridal Veil Falls has long been a landmark in Provo Canyon and a favorite destination for tourists and day-trippers from Utah Valley. It became especially popular when the railroad made it through the canyon in 1899 and more so when a good highway was built. The canyon road was first paved to as far as Bridal Veil Falls in 1927. At the same time as the paving, a new bridge was built across the river about half a km down-stream or west of the Bridal Veil Falls parking lot. The original wood and stone bridge crossed the river about where the west end of the parking lot is today. On the south side of the river, you can still see some of the remains of that original old bridge foundation.

In the middle part of the 20th century, Rue L. Clegg, a former state senator from Provo, got interested in the site and began to make plans to promote the falls. It was thought that a cable car of some kind would be a good beginning.

In the spring of 1961, Clegg realized a boyhood dream when construction began on a Skytram from the highway to the cliffs above the falls. He hired a Swiss company to design and build the Bauchman Reversible Tram. The Swiss contracted the actual building of the system to a company in Italy, as later owners found out.

The general contractor for the project was Witt Construction of Provo. They built the lower terminal and prepared the site for the specialists. They then contracted the Utah Crane and Rigging Company out of Salt Lake to actually put up the lines and tram itself. Although the tram was Swiss built, they



Billy Dominguez rides the Skytram with the small bulldozer to the top of Bridal Veil Falls. He was killed later when this same caterpillar rolled off the cliff with him on it(Ray Crandall foto).